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Senegambia, Tonkin, and Madagascar is here given by way of describing the colonial careers of the great founders of French colonial power: Bugeaud, Faidherbe, and Gallieni. In their historical sequence, the three men present three stages of the development of French colonial policy from its first beginnings in Algiers to the present. All three of them being soldiers, military occupation is naturally the foundation of their work, and the way in which each of them expands it into economic, and finally a moral, occupation illustrates in a striking manner the progress made by the French, and practically all the white nations, in the recognition of their responsibility toward their coloured wards. While the nature of the subject makes frequent repetitions necessary, the very minuteness of the records, which reflect with faithful accuracy both the successes and the reverses of France along the different lines of colonial expansion, makes the book very helpful reading for any one interested in our own colonial efforts, and for this reason ought to be read as widely as possible. M. K. G.

Notes d'Analyse Géographique. Conditions qui Déterminent la Valeur Économique d'Un Pays. Par Emile Chaix. IV and 48 pp., 43 Diagrams and Maps. Philippe Durr, Geneva, 1905.

Professor Chaix, who occupies the Chair of Geography at the Commercial High School, Geneva, has prepared these notes on the system of instruction which he has used for the past ten years. Many economic text-books print data that are not correlated with the principles upon which they depend. The memory of the student is thus unduly exercised, though the aim should be rather to cultivate his reasoning powers and facility in analysis.

Professor Chaix subordinates the memorizing of facts, and subjects the data to analytical treatment. The student is desired to reason out the economic value of a country from the prevailing conditions and to deduce the chief economic possibilities from physical and other facts before him. The book gives specimen analyses of the natural conditions in certain regions, and draws conclusions as to their effect upon organic and mineral productions, industry, communications, the inhabitants and their institutions, and the student is asked to make similar analyses relating to other countries. The book should interest many of our teachers. In its fundamental idea and its main features, however, this method is by no means unknown in many of the normal and other schools of the country.

Les Chemins de Fer Coloniaux en Afrique. Troisième Partie. Chemins de Fer dans les Colonies Françaises. Par E. de Renty. xii and 495 pp., 2 Appendices and 10 Sketch Maps. F. R. de Rudeval, Paris, 1905. (Price, 5 fr.)

This volume completes the important contribution that Captain de Renty has made to the history of African development. It is devoted to the railroads of the French colonial possessions, the two preceding volumes (BULLETIN, 1905, Aug., p. 511) having covered the ground for the other parts of Africa. The three volumes give the fullest and best account of the history and present condition of railroad development in the African colonies that has yet been written, and the work will be of enduring value as a record, sufficiently complete for most purposes, of the beginning and progress of these colonial enterprises up to the end of 1904.

The French railroads are treated with special fulness, and the history of each of them includes an adequate statement as to the nature of the peoples, regions, and climates through which it passes, so that the conditions in Africa which help

or hinder railroad-building may be fully understood. In this sense, Captain de Renty's work contains much geographical information based on the latest and most detailed investigations. One of the appendices gives a table containing the statistics of all the colonial railroads in Africa now in operation or building up to Jan. 1, 1905.

A Handbook of Cyprus. Compiled by Sir J. T. Hutchinson and Claude Delaval Cobham. xii and 126 pp., Frontispiece and 2 Maps. Edward Stanford, London, 1905. (Price, 2sh., 6d.)

The fourth issue of this little book, which is a painstaking compilation of the matters most useful to know about the island. It is not a guide book of stereotyped pattern, but is especially valuable to those who may visit Cyprus, as the needs and wishes of the tourist are kept constantly in view. The black-and-white map is on a large scale, and gives a good idea of the land-forms, shows the roads, distinguishes Christian from Mohammedan towns, and prints place-names very fully. The small geological map is based on the larger map by Mr. Bellamy, published last year.

Baedeker de la República Argentina. Por Alberto B. Martinez. Second Edition. XV and 383 pp. With Maps and Plans of the Republic, Cities, Railroads, numerous Photographs, and Index. Jacobo Peuser, Buenos Ayres, 1904.

The introduction gives a description of the country, climate, agriculture, mining and other interests; also the cost of reaching Argentina by the various steamer lines. An unusually complete account of the city of Buenos Aires, with many illustrations, fills 137 pp. The various provinces are then treated in turn. The small pictures from photographs show many phases of Argentine life and industry, and the maps are on a sufficiently large scale to give all railroad stations and points of interest.

Amerikanische Landwirtschaft. Eine Reisestudie von Siegfried Strakosch. 187 pp., 56 Illustrations and 1 Map. Wilhelm Frick, Vienna, 1905.

The author in 1904 travelled through nineteen States of the Union studying the causes of the enormous development of our agriculture, and endeavouring to learn how much of it is due to "unequalled natural factors" and how much to improvements in farm methods. It is unfortunate that on his first page the writer should allude to "three great mountain systems—the Sierra Cascade Range, Rocky Mountains, and Alleghanies:" a slight confusion in our geographical nomenclature that seems to be merely accidental, for the description of our agricultural industries which follows is, on the whole, very clearly and accurately written. Mr. Strakosch states the facts that, in most cases, are best worth knowing, about the prices of our farm lands, the homestead and pre-emption laws, the scarcity of farm help and high cost of labour, the principal crops, the farm buildings, machinery, and cultural methods. He then describes types of farms in different parts of the country, our breeds of cattle and herd book societies, fruit culture, agricultural education, experimental stations, and many other influences which affect the standing of our great farming interests. Several chapters are given to the leading crops, grain elevators, transportation, the export trade, and the conclusions reached. The author attributes to the vast employment of farm machi-